

THE GREMLIN GAZETTE

The West Central Georgia Chapter, 677,
of the
Experimental Aircraft Association, Inc.
August 1987

AUGUST MEETING

The August meeting will be held on Thursday the 13th at 7:30 PM in the Airport Administration Building on the Airport Thruway in Columbus. Since Maj. Addington was unable to speak to us last month he has planned to speak this month about aircraft searches and how the Civil Air Patrol becomes involved. Some business may also be discussed concerning changes in National EAA's chapter membership policy, see an article further on in this newsletter.

HAPPENINGS

There has been lots of flying going on even with the summertime haze. On Sunday the 12th TRIPP MYRICK and his wife Cindy in their Cessna 140, MIKE WILSON in his EAA Biplane, and I (in my Cessna 150) traveled down to JTB, that's Crystal Lake to everyone except the air traffic controllers. We all had a wonderful day and all got sunburned but had fun doing it. On Sunday the 19th Tripp and I made a last minute decision to go again and had a most enjoyable trip as the vis. was about 30 miles and it was a pleasant 85 degree day. This is an excellent place to go to for a fun afternoon as it is only about One hour and ten minutes away in our small airplanes and is easily accessible without a long walk from the airplane. See the photo elsewhere in this issue.

JOE DUNAJ has a new Narco Escort II radio installed in his Ercoupe and it seems to work fine. We also understand that Joe's coupe successfully completed an annual inspection recently also. Joe has been having intermittent generator problems which he is presently unable to solve, hope you get it fixed soon Joe!

ED BROWN has had his Cessna 172 removed from a two year hibernation and it is presently going through an annual inspection.

PEARCE MASSEY's Cessna 170A underwent it's annual inspection and is back in the air. This 170 has

flown a lot of miles between Columbus, Dothan, and LaGrange.

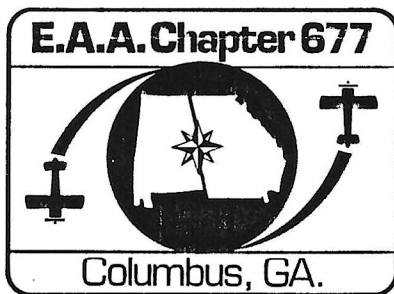
DICK FRENCH's Cessna 170 and EARNIE SHELTON's 170 both also underwent their annuals recently, neither having any serious problems other than lack of use.

BUD SCHUMAN has preformed his "annual" on the Mustang II and after its first year of flying he could find no real problems.

VERNON PRATER's Piper Comanche 250 had a trouble free annual inspection.

BILL WINTERS has sold his Cessna 150 to MIKE CAUDLE who now has the airplane in Roberta, GA having the engine majored.

MIKE WILSON and his dad, Lonnie were featured on the front of the July issue of The GA Pilot. Excellent article Mike!



CALENDAR OF EVENTS

- September 3-7, Rome, GA, Ole South Fly-in
- Sept. 29-Oct., New Orleans, LA, 40th annual National Business Aircraft Association Convention
- October 15-17, Las Vegas, Nevada, AOPA's Annual Convention

RAMBLINGS

By the time you read this Oskosh '87 will be over, several members plan to attend so lets look for reports from them at the meeting.

I found lots of fly-ins and other events in the various magazine's calendars but few were in the Southeast, its a shame but publicizing a fly-in get-together invites everyone and that opens the door to accidents, lawsuits, etc. so you are seeing fewer notices of activities. I just don't know what this world is coming to.

Everyone against more traffic, congestion, noise, loose trash, traffic accidents, lower property

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values, graft, and everything else that goes with a shopping center please raise your hand! It seems that our esteemed Airport Managment and Commission want to sell part of the Airport property to help pay for the terminal we don't need; I don't see any other reason the airport needs the money as they have quite a bit in the bank now. I thought anyone in airport managment would know that you want MORE open ground around an airport, not less. Why else has the Airport spent countless dollars to acquire houses and property around the Airport. You need a buffer zone around any airport, and now it is proposed to sell off part of an existing one. Next thing you know they'll be putting a displaced threshold on runway 12 because of signs, light poles, etc. from the new shopping center. Anyone who has flown into Columbus at night knows how hard it is to find the Airport, largely because of the lights from the existing shopping centers and car dealers. we don't need any more bright lights, thank you!

Part of our problem is that we have a non-flying airport managment and comission, true, some of them might actually know how to fly, but I would bet that the closest any of them has come to flying an airplane into or out of CSG in recent years was in the back of an airliner.

Fact is, we do not need another shopping center with a few part time minimun wage jobs and its noise, accidents, congestion, etc. just down the street from two, soon to be three other ones, and Harmony Place still has empty store sites and Simons Plaza has a constant turnover of buisnesses. Comeon you guys in the Admin. Building, just tell them NO!!! and leave things just like they are. I would like to see the managment and commission concetrate on MANAGING our airport rather than improving it TO DEATH!

Our only saving grace is that Columbus City Council (to whom the Airport Commissioners answer) had the COMMON SENSE to require the Airport Comission to consider the opinions of the ball leagues, neighborhood residents and government officials, also to study the potential problems with traffic congestion, property values and safety. The Commission must then brief Council on any proposed sale so its approval or rejection "will be based on a full understanding of all the facts." I also hope the Commission will look at the possibility that the sale of the property will result in a lawsuit against the Commission and the City of Columbus, a suit which will cost the TAXPAYERS of Columbus much in legal fees and possible judgments.

I do have one suggestion, is anyone on the

commission listening? Since you can't seem to create a clear enough glide path to runway 12 to activate the VASI lights installed down there (thats a whole 'nuther story) why don't you pour some new pads at the approach end of RY 5, or better yet down on 23 (also known as the Black Hole) and MOVE those VASI lights somewhere where us pilots can USE THEM rather than look at them as we taxi by. If you don't do something with them you can wait until your shopping center is finished and hang them from a cable over the road to create some new fangled traffic signal for the rednecks to look at.

This editor and SKIP BARFIELD both wrote letters to Mr. Oropeza complaining about the hangar rent increases, and we have never received ANY KIND of a reply from him, talk about a lack of interest! MIKE WILSON reports that while paying his rent last month he was told that the hangars had been neglected for a long time and that the increase in rent was to help pay for repairs to them. I'd wait and see but I'll be an old man by the time something is done to these hangars. (I'm lucky, mine is in good shape, but so many others are not.)

The above is the Editor's opinion and most likely the opinion of almost all Chapter 677 members, if you don't like it, just pay both your Chapter and National dues and volunteer to edit this newsletter next year! Seriously, anyone who has a rebuttal to offer, or other comment, please contact me and I'll be happy to put it in print for you.

FEATURE AIRPLANE OF THE MONTH

What kind of airplane is reasonably quick, doesn't cost too much to operate, is comfortable and can be found for fair prices in Trade-A-Plane and elsewhere? The Piper Comanche line of singles. VERNON PRATER has what is technically known as a PA24-250, 6375Papa to Vernon. Some time ago Vernon decided that the Luscombe he had owned for several years just wasn't big enough or fast enough for the type of buisness and personal use it was getting. Vernon's brother Dave was and still is a partner in a Comanche 180 and so Vernon realized the potential of a Comanche. In 1984 a dealer in Chattanooga took in a 1959 Comanche 250 on a trade and when Vernon learned of it a deal was quickly struck to trade the Lucsombe in on it. A few typical trips proved the value of this fine aircraft, it would fly to Louisville, GA or Augusta, GA in about

half the time and on the exact same amount of fuel that the Luscombe consumed, and Vernon's wife Jean was even willing to again get in an airplane with Vernon!

Like the Kernville Comanche (Mooney) the Comanche has a Laminar flow airfoil, NACA-642A215, which allows for good cruise performance, especially at higher altitudes. Vernon's is equipped with a built in oxygen system, a tribute to its high altitude performance, even with a normally aspirated engine. This is a simple airplane having hand operated flaps and an electric landing gear in which the motor pulls the gear up and bungee cords pull the gear down as the motor "unwinds" the jackscrew. An all flying horizontal tail or stabilator as Piper calls it is the most unusual feature of the control system, not unusual by today's standards but quite unusual in 1959!

What is the Comanche's claim to fame? Well Max Conrad flew one around the world solo, three times! He also flew many record setting flights in a Comanche 180 and a 250. Another record setting Comanche, a 260, G-ATOV, piloted by English aviatrix Shelia Scott circled the globe twice and in one 36 hour period in 1965 she set 15 world records! Many other records were also set by this daring pilot.

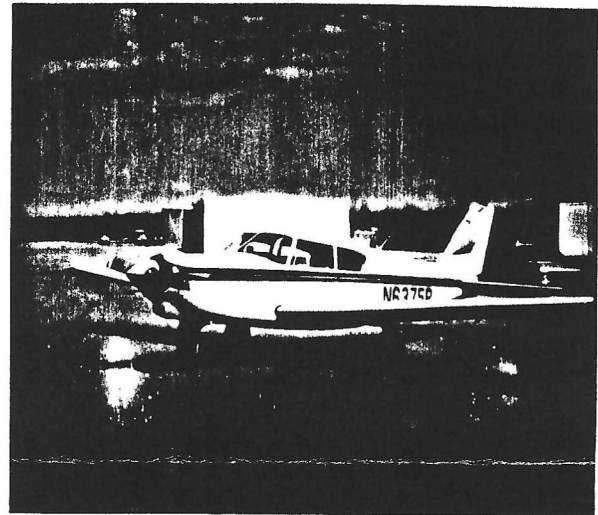
The PA 24 line are all powered by Lycoming engines, either 180, 250, 260, or 400 horses, with either fuel injection or carburetors depending on the year and model. Yes the 400 hp model did exist, it has a bad reputation for being hard to start but that was due to the aluminum battery and starter cables and the poor magnetos. The IO-720 engine had what was essentially tractor magnetos and they caused problems, when Bendix released new model mags, the problems went away. Some of the 250 and 260 models had factory turbochargers and while tricky to operate (they had manual controlled wastegates) they allowed the aircraft to operate to its full potential.

Sadly the Comanche and Twin Comanche production lines were never resumed after the factory was flooded during Hurricane Agnes in 1972; Piper claimed that it took about 1400 man hours to build a single while an Arrow or similar Cherokee variant took about 1100 hours. Of course the Cherokee line doesn't have the performance or looks of the Comanches either. Recently Piper disposed of all parts for the Comanches and they selected Duncan Aviation of Lincoln, Nebraska to market the parts.

Vernon's 250 has over 5800 hours on the airframe and is in excellent condition, reflecting the

toughness and quality that Piper built into their aircraft.

Some figures about 75Papa: MGTOW 2800 lbs., EW 1725 lbs, Useful load 1075 lbs., Useable fuel 56 gals. (336 lbs.), Payload 739 lbs.. At 10,000 ft. at 65% power (12 gph) you can go almost 900 statute miles and do that at over 175 mph true! 75P is equipped with dual nav-comms, an ADF, marker, transponder and an autopilot. Vernon says the airplane is a joy to fly and is a real dream come true for him.



W.A.R.

By Mike Wilson

Well fellow W.A.R. Dogs of the 677th, I'm back with more good stuff to tell you about.

First off, let me just say thanks to you airport bums for all your support for my column and to all my critics (friend & foe) for your support. Now on with the debriefing.

On June 12, 13, & 14 at Talequah, Oklahoma (them Cherokees know how to keep those city street sign makers busy) there was scheduled to be a gathering of Ercoupes from all over the nation. The Ercoupe Owners Club was aiming to get Coupes and their owners together for fellowship and some good clean Coupe fun.

Well it suddenly bit me first, then Bobby Jones and his wife Jackie, and then Joe Do-nutin that we'd all like to fly out there. We started planning this trip way back in March Just after Sun-N-Fun '87. We had our rooms reserved to bungalow with fellow Coupers and our LORAN assisted cross country planned out

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thanks to Joe and were all set to go. As it got down to the wire to go...then the monsoon season came. All the weather was between us and them so they would still have the meet while we decided to cancel out rooms and not chance it. This stuff was too rough and it just might have kicked our butts if we had tried to fly through, over or around it. (We covered all the angles and came up with a circle. Zero percent achievable),

Then as fate would have it Bobby said "oh well there's always the LaGrange Fly-in Breakfast" that Saturday the 13th. But the weather report said that all that bad weather in Eastern Arkansas and Western Tennessee and Mississippi would be on top of us by Saturday. So I had a couple of days off to vacate the premises so I grabbed my Visa, money, and airline badge and jumped a DQ-9 to Tulsa, Oklahoma (Tulsa just happens to be 50 miles west of Taleque). A short jet trip followed by a rental car ride would put me in Taleque by Saturday morning (why stick around and miss both fly-ins was my reasoning) so I went on. Lets see...so far this year only Americus, GA. and Dothan, AL. fly-ins are all I have gotten to actually "fly in" to. Lakeland (FL) I drove, Dobbins (AFB, GA) and now thanks to NorthWest Airlines I'd be driving to one of the biggest gatherings of Coupes in one spot on the face of the Earth.

With my arrival Friday afternoon late, I was treated to typical Oklahoma summertime weather. Clear blue skies, low humidity and warm pleasant temperatures. Of course I could care less with all the jet lag and no sleep since Thursday evening, because of working for a living all Friday morning early (11 pm - 7 am). That's why I presume its called the graveyard shift.

However, before checking into my Tulsa motel (it was too late to book a motel in Taleque) I did get to go by visit my old alma-marta. Spartan School of Aeronautics. That was where I learned to be a grease monkey. They not only teach you to fly professionally or mechanic on airplanes, but avionics and instruments as well. My favorite course was N.D.T., Non Destructive Testing, was a strange title to me. Cause where else could you make the lights dim in Las Vegas, Nevada while you parboiled and irradiated some poor little ole forging or aircraft part.

Anyway, it was good just to walk those ole halls again and see the ole classrooms. This place had history etched into it. Since 1929 when oil tycoon William G. Skelly of Skelly Gas & Oil fame (now we're gonna see just how old you really are) ar one of the nations first flight and aircraft mechanics schools. He reasoned that if people were gonna fly

them, then somebody would have to keep em fixed up. By the way, Spartan built aircraft in the 30's & 40's (Spartan G-3 trainer biplane and classic Spartan Executive to name a few)

Anyhow Spartan took me in and gave a home for awhile. All you had to do was meet the FAR's. To speak, read, and understand the English language was the requirement. ((Hey, what what can I say, one out of three ain't bad for me!))

So after a good nites sleep, I took off down the Muskogee turnpike to Taleque the next morning. Sunny spring-like weather and clear burning blue skies was the condition of the norm for that day! The hours drive was breath-taking if you have not been to Easter Oklohoma or Western Missouri or Arkansas, you are missing a treat for the eyes. The Ozark Mountains gently spill over into Oklahoma and add a few big man-made lakes and you have got a good vacation combination to boot.

Upon arriving at the airfield I found a small 4,000 foot N-S strip with lots of grass surrounded in a wooded valley and on that grass was gathered row after row of twin tailed tweety birds as a friend of mine used to call them. His coupe was canary yellow and thus the name was drawn form his favorite cartoon.

The main hangar was where you went to register and to escape the rays of the sun. There was alot of food and drink going on in there too. Everywhere you walked were groups of people just sitting around chattering about coupes and coupe capers. You would hear something like "we own a coupe but we couldn't bring it, the weather kept us from flying it here" or "my coupe is a classic 415C or D... or... what is the difference between that one over there" along with "my Ercoupes polished... to... mines painted so I don't have to polish it anymore". My favorite statement was "I own a Bonanza but my other airplane is a coupe".

One thing I can say about Joe and his LORAN is that it is very popular with coupe owners, I would say that about half of the coupes there had the same King 8001 LORAN installed in the panel. There were IFR full house packages to just plain VFR panels to marvel at.

One particular Ercoupe was made into a single place coupe with dual wing tanks. I guess that was so they could have some room for the Lycoming 125 hp engine hung on the nose. A single seat and stick made this littlest fighter look like a baby P-38, it was for sure the most unique coupe there, but not the prettiest. One coupe was polished to

Also
M.

Also they were painted every color of the rainbow. My favorite being a blue & yellow WWII Stearman training colors on a coupe.

Not all of the coupes on the line were Erco's. Some, almost half of 'em were Forneys or Alons with one Mooney M-10 Cadet. An Alon is a late model coupe which incorporates all the modifications developed over the years for the Erco coupe. By the way, if you own an Erco 415 C, D, or E you like it spelled Erco coupe, and if you fly an Alon or Forney it an AirCoupe. The Mooney M-10 is the only one without the classic twin tail and therefore isn't called an AirCoupe of Erco coupe. Most coupes were built in the 1940's and the Forneys were built in the late '50s' and the Alons' in the early '60s'. Mooney ended production of the Cadet in 1967. Univair Aircraft Parts now owns the rights to the coupe but they only seem interested in selling parts. Nobody wants to take a chance on product liability nowadays and that is a real shame! The coupe has a lot going for it; not only is it a safe trainer, but its a nifty fun fighter for the weekend warrior.

The coupe club's guest of honor was of course, Fred Weick, the designer of the coupe in 1939. He has been a very active coupe association supporter for the last twenty years.

Well as usually for me, I ate too much, walked around aimlessly alot, took bad pictures and got sunburned on my face, but it was worth it just to meet these fine people who's motto is "We Fly for Fun".

By the way, if you see Joe or Bobby wearing National Erco coupe Fly-In patches or pins that say they "fly for fun" it means just that, not that they actually got to go. It was one of those deals where "he went but all I got was this damn t-shirt"!

Well if you have just had any interest sparked in you about coupes or just want to pester Joe some, ask him about the history of AirCoupes, he has most of the books written about the twin tailed "tweety bird".

And just remember, when there's not a cloud in the sky and the wind is 15kts or less, look out, its time to declare W.A.R. See ya next month.

P.S. Bobby and Joe, the only people from the southeast to make it was a man from Birmingham, AL, and someone from Savannah, GA, and they both drove, so don't feel bad.

NATIONAL EAA CHANGES CHAPTER'S MEMBERSHIP REQUIREMENTS!

Charles Hanna

Recently all Chapter Presidents received a letter from Mr. Henry Ogrodzinski, Director of policy and planning for the National EAA. The basics of his letter are that, beginning next year, an EAA Chapter may not accept as a member anyone who is not a member of National EAA. The letter states, and I quote..."In my opinion, any chapter member who is not an EAA Member is a person we cannot count on. Although he is taking advantage of the work EAA does...he is not pulling his own weight." What a shame that Headquarters feels this way. Yes, Chapter 677 does have quite a few members who are not members of National, and probably never will be. What benefits do these people derive from National? They don't receive anything in the mail, so nothing is wasted there, and National has never provided us with anything of value that these members have been able to take advantage of. Sure, some do come to our meetings, or participate in other chapter activities, but the meetings and activities would happen without them, so what did they gain? Very little of what National communicates to us is passed to the membership either thru the newsletter or in person at the meetings.

The fact of the matter is that most of the non-National, Chapter members are members in name only, and for one or two reasons, either to receive the CHAPTER NEWSLETTER or to just "help us out". I cannot count the times in the past that I've had people approach me wanting to know how much Chapter dues were, stating that they didn't want to come to meetings, they just wanted to help us out, that they were glad to see some organized activities and wanted to help in some way, a benefactor of sorts. Many members just want the newsletter. You don't believe me? After threats to cut unpaid former members off the list went unheeded I did just that, and very shortly afterwards they realized that they were no longer receiving the newsletter. Many members from the previous year then renewed, each commenting on missing the newsletter.

What I propose is that an amendment to the Chapter 677 by-laws be made creating either an Associate Membership or a Benefactor Membership, to allow these people to continue to help the Chapter without jeopardizing the Chapter's status with National, as I doubt that many of these generous people would be willing to join National EAA and thus Chapter 677 would be the loser, should we lose their participation. The by-laws would also have to be amended to require a prospective full Chapter member to present evidence of being a current

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National EAA member prior to being signed up by the Chapter each year.

GENERAL AVIATION TERMS

Reprinted from a brochure distributed several years ago by the Rev. William A. Powell of Decatur, GA, called the SBC Flyer.

Every phase of technology has its own private lexicon—its own unique combination of words which mean something to specialists who understand them but are as intelligible as Estonian or Urdu to the outsiders. General Aviation has its own private language like all other segments of the technological world. But instead of confounding the listener with polysyllabic puzzlers that only insiders can understand, the pilots use the same words that everyone else uses except they mean something different. Consider the following:

AIRFRAME--The FAA Inspector knows that you have only a student license but sends his kids to bum a ride with you in the plane.

AIR TRAFFIC--A concentration of numerous aircraft over a given point, each demanding the same route and altitude and each having a special priority.

AIR TRAFFIC CLEARANCE--A verbal method of snarling up the above mentioned traffic.

AIR TRAFFIC COMMUNICATIONS CENTER--A drafty, ill-kept, barnlike structure in which people congregate for dubious reasons.

AIRSPEED--True airspeed plus 20% when talking with other pilots.

ALTERNATE AIRPORT--The airport which no aircraft has sufficient fuel to proceed to if necessary.

BAIL OUT--Dipping the water out of the cabin after a heavy rainstorm.

BANK--The institution that has a mortgage on the airplane.

BARREL ROLL--Unloading the beer for a hangar party.

BASIC VFR MINIMUMS--Those conditions under which a chicken can fly over a low fence and still maintain some visibility.

CARBURETOR ICE--Phrase used when reporting a forced landing caused by running out of fuel.

CLEAR--A warning shouted five seconds after hitting the starter.

CONTACT--A friend who can get you aircraft parts at wholesale.

CONTROL TOWER--An ornate glass cage exceptionally good for sunbathing.

DOPE--A pilot making a downwind takeoff.

DOWNWIND--takeoff by a non-conformist pilot.

ELEVATION--Condition brought on by severe updrafts.

FIN--price of three aircraft bolts.

FINAL APPROACH--Asking the waitress at the airport cafe for the fourth time to fly with you to Las Vegas.

FLIGHT PLAN--Scheme to get away from home to go flying.

FLIGHT PLAN (IFR TYPE)--A piece of paper that arrives in the Center as you arrive at your final radio fix.

FLYER--An advertisement from an aircraft parts house offering a special on Curtis Robin tail skids-while they last.

GEAR--Things that keep the propeller turning while on the ground.

GO-GETTER PILOT--A pilot whose wife makes the living and he has to go get her.

GROUND SPEED--elapsed time driving from home to the airport.

GROSS WEIGHT--Maximum permissible takeoff weight, plus two suitcases, 10 cans of oil, four sleeping bags, four guns and the groceries.

HANGAR--Home for anything that flies, mostly birds.

IFR--Affliction of pilots who get vertigo when they watch their instruments to see where they are going.

INSTRUMENT FLIGHT CONDITIONS--Conditions under which colliding birds don't know for sure what they hit—even when whistling & throwing rocks to let other birds know of their whereabouts.

JUNKERS--Elderly airplanes that even the FAA can't make airworthy.

KILOMETERS--A scale printed on charts to further confuse pilots who already have trouble with knots.

LAZY EIGHT--The airport operator, his four mechanics, and the three lineboys.

MOTOR--A word used by Englishmen and student pilots when referring to an aircraft engine.

NAUTICAL MILE--Another way of measuring a long country mile.

NOSE WHEEL--Preferred by pilots who used to have tail wheels.

ORPHAN--A child whose father is a pilot waiting for VFR weather.

OVERHAUL--The uniform worn by duster and sprayer pilots.

PITCH--The story you give your wife about needing an airplane to use in your business.

QUARRY--Unusually poor selection for an emergency landing.

ROLL--Money required to take waitress at airport cafe to Vegas.

RUNWAY--Ramp extending from stage into audience area at all good burlesque houses in Vegas.

STALL--Explaining to the bank why you can't make the payment.

STEEP BANK--A bank that charges a real high rate of interest.

STUDENT PILOT--A new pilot thinking of pawning the furniture in the house in order to buy part interest in an airplane.

PRIVATE PILOT--Already has pawned it.

SUPERCARGER--A pilot with a large stack of credit cards.

TAKEOFF--(See "runway" above).

THROTTLE--What you'd like to do to the guy that bumps your wingtip.

TRAFFIC SEPARATION--That condition which exists when two or more aircraft fail to collide in midair.

TRIM TAB--A device that can fly an airplane better than the pilot.

USEFUL LOAD--The number of Cokes you can drink without having to land for an unscheduled rest stop short of destination airport.

VFR--Instrument weather conditions as observed by a pilot with no Instrument Rating.

WIDOW--A lady with a former husband who was a VFR pilot and a strong case of "get-home-itis".

WING SPAN--A pilot with arms long enough to reach the maps in the case on the rear shelf.

X-G--A log book entry used by a pilot flying locally and gets lost and has to land at another airport for fuel.

YAW--a term used by Cessna salesmen to describe a Bonanza.

ZEBRA--The phonetic "Z" used by pilots to irritate tower operators who prefer "Zulu".

OWNER MAINTENANCE RESPONSIBILITIES

The following is reprinted from the April 1986 **COMANCHE FLYER**, the official publication of the International Comanche Society, and is from a regular monthly column entitled **CFI CORNER** by Mr. Ron Delp, a CFI in McCall Idaho.

We have touched on this subject in this column several times before but considering the large number of new Comanche members it would be appropriate to elaborate further.

It would be safe to say that most flight instructors don't provide their students with much information regarding owner maintenance responsibilities. As I see it, there may be two good reasons for this. One is that the primary student has too much to learn as it is so he/she only gets the bare essentials of what may be involved and then only from the renter's prospective. The other is that most flight instructors probably don't really know all that they should about this subject - the reason being that they may have never owned or had to take care of an aircraft. (This may also be the cause of the wide

lack of proper instruction in the ground handling of aircraft!)

Two recent experiences here in McCall are common examples: A transient pilot taxied up to our facility and complained that he had no left brake on his Cherokee Six. We subsequently found that the brake pads were practically non-existent. Only a paper-thin piece was still attached on one portion; the remainder had disappeared and was metal-to-metal. We repaired it but upon entering it in the aircraft log book, we discovered that the aircraft annual inspection had expired three months previously in December. Mentioning this fact to the pilot later, he explained that he had purchased the aircraft (his first) last August and it was supposed to have a "fresh" annual. Well, it didn't! There is a big difference between, at purchase, having a fresh annual and the aircraft being in annual. So besides there being a misunderstanding or fraud at purchase, this pilot didn't seem to understand that it is HIS responsibility, and his alone, to ensure that the aircraft is in an airworthy condition prior to ANY flight. It is also the pilot's responsibility to ensure that the aircraft is within annual (or periodic) inspection times, including compliance with any applicable AD's. More on this later.

The second case involved a local pilot (Private) who had not flown his Cherokee 140 (or any other aircraft that I know of) for at least two years, thus the BFR that I gave him involved several hours of pertinent instruction rather than a check flight. During this time, I asked him what type of documents he was supposed to have available in the aircraft. He answered correctly, but upon my having noticed it, explained that he had never bothered to have the registration changed after he purchased the aircraft three years previously. And since the aircraft radio station license was not present, we could not determine it's status either. Granted, this is a technical violation but could be an important one. Can you imagine the problems that could arise in case of an accident, especially in regard to any insurance (there wasn't any)? But just as important, the owner will not receive any of the AD notices sent by the FAA, or any of the manufacturer's service bulletins or letters, many of which are sent free to properly registered owners.

Such owner and pilot responsibilities are larger in scope than many realize. All one need do to appreciate this is to review the pertinent FARs. Examples: 91.3 "The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft". 91.29 "No person may operate a civil aircraft unless it is in an airworthy Condition", and, "the

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pilot in command...is responsible for determining whether that aircraft is in condition for safe flight. He shall discontinue the flight when unairworthy mechanical or structural conditions occur".

Then under "maintenance": 91.163 "The owner or operator of an aircraft is primarily responsible for maintaining that aircraft in an airworthy condition". 91.165 "Each owner or operator of an aircraft shall have that aircraft inspected as prescribed". And, "shall, between required inspections, have discrepancies repaired as prescribed...In addition...shall ensure that maintenance personnel make appropriate entries in the aircraft maintenance records indicating that the aircraft has been approved for return to service". Other sections: 91.167 "Operation after maintenance", 91.169 "Inspections", 91.173 "Maintenance records", etc.

Many aircraft owners, especially those that because of pride in their aircraft, belong to a "type" organization such as the ICS, do their own "preventive Maintenance" and, often, a whole lot more. As explained in various sections of FAR 43, a pilot may perform "preventive maintenance" (under FAR 91 operations) but only to the extent defined and may NOT do so if the aircraft is operated under FAR135 even if he/she own the aircraft. It is further explained that unless the specific maintenance item is included in the list of items approved for pilot maintenance, it may NOT be done by the pilot! And further, recent changes specify that the approval for return to service, including any related log book entry, MUST be done and ONLY by the pilot performing the preventive maintenance...NOT the mechanic. This again places the responsibility for preventive maintenance directly on the pilot IF the pilot elects to do such defined preventive maintenance.

Now, for those of us who because of long experience or otherwise prefer and enjoy working on their aircraft, or (like me) would rather no one else even touch their aircraft (because of questionable capabilities or lack of specific Comanche knowledge), how do we LEGALLY get around the preventive maintenance restrictions? There is only one proper way: select and negotiate with a knowledgeable A&P (preferably one with an IA) to allow you, as pilot owner, to work under "his supervision" to what extent he is agreeable to. But treat him with respect, do only as he advises, don't try to put one over on him, and do be prepared to pay him for this privilege in addition to any time he may himself spend on your aircraft. Also, you will gain his respect if you diligently try to educate

yourself on as much of the legal and technical requirements as possible, and otherwise ask whenever in the slightest doubt. Remember, when he signs the aircraft logs or other documents, HE is the person deemed to be responsible for the airworthiness of the work performed and it is his license that is at stake. Respect that and NEVER do anything to jeopardize that.

Want to add a new gadget to the instrument panel, such as a digital OAT in place of the old through-the-windshield probe type? Here's what may be involved; First, the item itself must be FAA approved (carry an STC for your specific aircraft model, be previously approved component part, etc.), or be capable of being "field approved". In either case, if the item carries a TSO or FAA/FMA notation, so much the better. Second, the item must be installed in a "workmanship" like, manner, using good aircraft practices, and otherwise in accordance with the requirements specified in AC 43.13-1&2. This means using the proper aircraft grade hardware and electrical wiring, NOT the thermoplastic stuff you can obtain at the local radio store! Then after installation and test, an entry must be made in the aircraft log book, the equipment list and the weight and balance data in the aircraft flight manual must be updated, and (generally) a form 337 (repair and alteration) must be prepared in sufficient detail to describe the work or changes accomplished. Note that both the aircraft log book and the 337 must be signed by the A&P assuming the responsibility. The pilot is not an authorized person, even though he/she may have done the actual work "under supervision". Most repair shops or agencies have FAA authorization to also sign off the "approved" portion of the 337 form. However, if the work being done is of a nature that does not automatically carry prior FAA approval with it as a typical installation change or fundamental repair would, such as a major alteration or modification particularly if it would affect the aircraft's performance or operation, then field approval is also required. For typical items this would usually only involve sending the 337 form to the responsible FAA FSDO for approval. But in complex one-of-a-kind matters, it could require detailed drawings and personal FAA inspection. A good example of this extreme is the installation of a 300 hp engine in a 250 Comanche. In such case, as with other aero-dynamic mods, flight tests would also be required. The point is that even with the seemingly most minor alterations, specific requirements may be involved. (I am in the process of drafting a 337 to cover a bunch of minor alterations the the equipment list and have 12 specific items of removal and installation plus the revised net weight and balance computations!).

One can easily say that there is no excuse for not knowing what may be required to be safe, proper and legal. So how do we learn of the requirements and recommendations? Simply, by persistent self education. There certainly are many sources and for the benefit of those owners that may be new to this subject area, the following are all free items that should be included in every responsible pilot/owners reference material:

First, for new or first-time owners: AC 20-5E (ed. note: now 20-5F) "Plane Sense" is a 48 page booklet that describes in detail everything a prospective or new aircraft owner should know regarding aircraft purchase, registration, responsibilities, maintenance, airworthiness, alterations, etc. It is also the only document I have ever come across that defines calendar month: "a period of 12 calendar months extends from any day of any month to the last day of the same month the following year". (An aircraft's annual inspection period is on a calendar month basis; in contrast, the period for a pilot's "inspection" - the BFR - is valid only "to the date"). (ed. note: the BFR regs have been amended to place BFR's on the calendar month system also).

Other Advisory Circulars covering maintenance items include:

- AC 39-7a "Airworthiness Directives for General Aviation Aircraft"
- AC 43-6a "Automatic Pressure Altitude Encoding Systems and Transponders"
- AC 43-9b "Maintenance Records"
- AC 43-12a "Preventative Maintenance"
- AC 43-1d "Instructions for Completion of Form 337"
- AC 43-203b "Altimeter and Static System Tests and Inspections"

There are many, many others of course, dealing with advice on how to prevent landing gear failures (AC 20-34d), to pilot proficiency, to instrument procedures and other Part 91 subjects. Among the latter, three others may be of interest: -AC 91-26 "Maintenance and Handling of air-driven Gyroscopic Instruments"- AC 91-44a "Operational and Maintenance Practices for ELTs"
- AC 91-46 "Gyroscopic Instruments-Good Operating Practices"

But when you send for these, also request a copy of AC 00-2YY or later "Advisory Circular Checklist"

Order all free AC's from the following address: U.S. Department of Transportation, Subsequent Distribution Section M494.3, Washington, D.C. 20590.

I also strongly recommend that all pilots, whether they own or not, place their names on the automatic mailing list for all free AC's by general or specific subject sections (these correlate to numbered FAP sections. I requested 00, 1, 20, 23, 43, 60, 61, 67, 90, 91, 93, 95, 97, and 135). Use the following address: U.S. Department of Transportation, Distribution Requirements, Section, M-494.1, Washington, D. C. 20590.

A few AC's carry a nominal charge. These are listed in the check list with the cost involved (eg., AC 00-45C "Aviation Weather Services" (new edition) \$6.00) and are available as stated, generally through the Supt. Docs.

Another excellent source for information, many free, is an FAA publication that is printed annually. The 70 or so page "Guide to FAA Publications" is available free as No. FAA-AFA-PG-8 from: U.S. Department of Transportation, Subsequent Distribution Section, M-494.3, Washington, D. C. 20590.

Such guides, check lists and current AC's are also usually available at any FAA GADO/FSDO. We all visit our friendly Feds once in a while don't we? We should, when convenient, since there usually is a lot free information available, including the current issue of FAA's "General Aviation News" (ed. note: the title has now been changed to "FAAviation News") magazine which one must otherwise subscribe to at a fee.

Beyond these sources, every conscientious pilot should at least have a personal copy of the FAR's. These cost only about \$5-\$6 through aviation book stores or are free each year with an AOPA membership. In short, we need to know and we can easily know, thus there really is no excuse to not know.

New ICS members may also wish to review some of the subjects of this column and other articles in past issues of the FLYER. We all enjoy tending to improving our prized Comanches but it can be so much more satisfying and rewarding if we know more about what we are doing - and can be assured that we are doing it legally as well as safely. Ron Delp.

Is your address correct?

Hanna, Charles M.
4422 Fairview Drive
Columbus
GA 31907



EAA Chapter 677 Newsletter
Charles M. Hanna, Editor
4422 Fairview Drive
Columbus, Georgia 31907

Good photos from aircraft difficult at best, and almost impossible in the summer. The day that this photo was made was an unusually clear day, and thus a very sharp original resulted. This is 308, Crystal Lake, Irwinville, GA, taken by TRIPP MYRICK. The runway runs directly across the photo toward the top with the ramp easily visible extending off the runway toward the lake. There are about 20 docks around the lake in about 6 ft. of water and the two water slides are also visible. The water wizz type slide is not in the photo, nor are the "canals" which have been dug as part of a new "jungle ride" that is under construction. All in all, it is a very nice place to visit.

